

during the year, there were few accidents and no passengers were killed although 22 suffered injuries.

Mr. PUGSLEY: The minister speaks of there being no loss of life. My information is that in one week last winter there were twenty train wrecks, twenty locomotives being thrown off the track. Does the minister make any reference to that?

Mr. COCHRANE: I do not.

Mr. PUGSLEY: The minister makes reference only to loss of life, not to train wrecks.

Mr. COCHRANE: The hon. member would like to gain a political point; that is his idea.

Troop Trains Well Handled.

As regards the handling of troop trains, my advice is that, while the schedules of these trains were slow, the movements were uniformly good, and that at no time was it necessary to delay a ship at Halifax waiting for troops. In the majority of cases the delay has been the other way, and it has been necessary to hold troops in trains at Halifax for considerable periods before they could embark. The largest single movement was 25 trains.

Halifax Terminals Speeded Up.

To assist in handling the overseas shipment of stores and timber, special efforts were made to complete three berths and two immense temporary sheds at the new Ocean Terminals, Halifax. This was a big undertaking but was satisfactorily completed by November 15. When the war broke out our yards could accommodate 1,844 cars in and around Halifax; we are now able to handle 3,748 cars, which is a striking indication of our overseas development at that point.

The grading from Point Pleasant to Fairview has been practically completed. The substructure of the subway at Fairview has been completed and a temporary steel span erected. Two concrete highway arches, one at Mumford road and one at Quinpool road, have been completed, and the foundations finished for Chebucto and Byers roads and Prince Arthur street.

Work Well in Hand.

The filling behind the bulkhead passenger landing quay wall and north of basin No. 1 is about 60 per cent completed, but very little more can be done until the quay walls are finished. The foundation of the quay walls for the bulkhead passenger landing

[Mr. Cochrane.]

quay, north quay wall, basin No. 1 and quay walls pier No. 1 are practically finished. The dredging for the first unit is about 90 per cent completed; the breakwater wholly so. The new outlet for the city sewer is finished to the head of basin No. 1.

Line Improvements.

Eighty miles of main line track on the Intercolonial have been relaid with 85-pound rails, as well as 10 miles of the New Brunswick and Prince Edward Island railway branch line, which will make the connection between the Intercolonial and the new Prince Edward Island car ferry.

One million one hundred thousand tie renewals have been made on Government railways. One hundred and seventy miles of track have been re-ballasted. Eight passing sidings were extended, two new ones built, as well as fourteen business sidings and fifty-two private sidings. The following terminal yards were enlarged to the total extent of 3,061 cars capacity: Chaudiere Junction, 580 cars, St. Rosalie Junction, 230 cars, Moncton, 369 cars, Truro, 282 cars; Rockingham, 1,600 cars.

This work alone cost us about a quarter of a million dollars, but without it we could not have begun to handle this last winter's business, when the steel shipments to the Maritime Provinces, westbound, were very heavy, and quite as important, from the standpoint of munitions, as the eastbound traffic. These greatly enlarged terminals and extended passing sidings really saved the day from the traffic standpoint.

A million bushel concrete grain elevator is being erected by contract at Transcona, and a 500,000 bushel grain elevator with conveyers at St. John, both of which are to be completed for the grain business this year.

The steamship Northumberland was purchased from the Charlottetown Steamship Navigation Company for use between Prince Edward Island and the mainland.

The work of beautifying the station grounds was continued during the year, and some 33 new lawns and flower beds constructed.

In addition to repairs to a large number of structures, 22 steel railway bridges were erected and 6 overhead bridges replaced with steel spans.

Increased Engine Capacity.

Sixty modern freight engines, of the Mikado and Santa Fe type, were contracted for, the former having a haulage capacity of 265 per cent and the latter of 320 per